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Hongkong Daily Press.

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Sole Shippers CUTLER, PALMER & CO.,
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Hongkong, 1st January, 1901. [447]

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8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
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9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.15 p.m. ... Every 15 minutes.
12.30 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m. to 9.45 to 11.15 p.m. ... Every 1 hour.
NIGHT CARS.
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. ... Every 1 hour.
SUNDAY.
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8.30 a.m. to 9.30 a.m. ... Every 30 minutes.
8.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.30 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central.
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Hongkong, 1st October, 1901. [452]

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Hongkong, 4th April, 1901. [456]

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Hongkong, 7th June, 1902. [465]

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Bedrooms—

Board and Residence—

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By the day ... From \$5 to \$7.00

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Food both in European and Eastern Styles.

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PING-PONG BALLS.
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IMPERIAL BRANDY
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THE "PALL MALL,"**
\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.25 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressure. Recognised by leading Engineers to be the
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Hongkong, 12th February, 1901. [417]

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Cuisine of the best.

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We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

[3]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith, all letters for publication should be written on one side of the paper only.

No unaccompanied signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: P. O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 12, DES VIEUX KOAD CI.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th September, 1902.

THE statement made by General DOWARD, late Acting Commissioner, in his just issued report on Weihaiwei in 1901, confirms the recent ministerial remarks in the House of Commons on the subject. General DOWARD says that it is not the present intention of the Government to refortify the station, but to retain it as a flying naval base and depot, and as a drill-ground and sanatorium for the China Squadron. The only new question to be asked is, what is the meaning of the words "present intention of the Government"? Does it imply that the Government is ready to contemplate the possibility of changing its mind? It can signify little else, and in this case the inconsistency of the responsible Ministers' action with regard to Weihaiwei is even more apparent than before. We have just got accustomed to the idea of the "third-rate watering place," which was also to be used as a summer resort and sanatorium for the Fleet in Chinese waters. Now a suggestion is held out by the late Acting Commissioner's report that Weihaiwei may eventually be refortified. It really looks as if the history of Hongkong might possibly be repeated, and that if Weihaiwei is ever to become a valuable British possession it will be in spite of the opinions of the Government's advisers and owing to the enterprise of individuals not connected with the Government. Hongkong, as all students of the Colony's early history are aware, was very nearly abandoned as useless. It would be difficult to conceive what Britain's position in Chinese waters would now be, had this been done, unless indeed the Chusan Islands had been taken in Hongkong's stead. So it is possible that one day residents in Weihaiwei will look back with amusement to the story of the new Colony's early days, and, where we

now see ample evidence of vacillation on the part of the Government, will be able to talk of short-sightedness. But in view of Britain's self-denying policy in Shantung, whereby Germany without exerting any pressure was able to secure the spoils of the province, we do not see much ground for anticipating for the northern port the same astounding history as Hongkong has had.

The environment is totally different, and, unless as a special correspondent wrote to us from Weihaiwei last June, the boom in commercial ports in China extends even to ill-favoured Weihaiwei, there does not seem any particular reason why British merchants should hasten to embark their capital in new ventures there. Port Edward, as it has this year been christened, has, we know, become a serious rival to Chefoo as a summer residence for civilians, and above all for ladies and children seeking refuge from the hot months at Shanghai. It has too been pronounced an admirable "flying naval base and depot and a drill-ground and sanatorium for the China squadron," to use the late Acting Commissioner's words. We shall look forward with eagerness to see what Mr. STEWART LOCKHART, the first actual Commissioner, will have to say of Weihaiwei when he comes to write the next annual report on the place.

The British transport Pentakota left for Taku on Saturday.

Mr. J. H. Kemp, cadet, has passed his final examination in Chinese.

Mr. W. J. E. Davis has been appointed Assistant Surgeon in the Medical Department.

It is notified in the Gazette that Tient-in, Tongku and Taku are now declared free from cholera.

A new term of the German School will be opened on the 1st October in the hall of the Union Church.

The recognition of Mr. A. Buse as Deputy Vice-Consul for Sweden and Norway is notified in the Gazette.

Lady Blaize will hold an "At Home" at Government House on Wednesday next from 4.30 till 6.30 p.m.

We are asked to remind those interested that to-day is the last day for claims to be sent in for recovery in general average per s.s. Tingyang.

The post of Chief Justice at Fiji was filled by Sir H. Spencer Berkeley, our new Attorney-General, has been filled by the appointment of Mr. H. C. Major, Attorney-General of Grenada.

The Parsee or Zoroastrian New Year falls to-day (Monday). A special religious service will be held at the Parsees Club at 8 a.m. This is the 1,972 year of Yezidized. We wish all our Parsee friends in the Far East a happy and prosperous New Year.

We notice both in the Graphic and in Navy and Army Illustrated pictures from photographs of the living display of "God Save the King" on the sides of H.M.S. Terrible, which took place here. The photograph in the Graphic was taken by Mr. G. H. Ardron, of the Hongkong and Shanghai Bank.

H. M. S. Algeria was expected to be back in Singapore from Bangkok on Monday last. On the voyage up the slope surveyed the coast in the vicinity of Kelantan. It is nearly nine years since this was done and accordingly there were many deviations to be recorded on the chart. A survey was also made of the small island of Pulau Truman.

Sir James Mackay, British Commissioner for the Treaty Revision, left Shanghai on the 10th inst. for Japan, where he will remain for a short time, and will then return to England via the United States. On the 9th James entertained the Chinese Commissioners Liu and Sheng to lunch, at which Messrs. Brodon, Hippisley, Taylor, Dudgeon, and others were also present.

A memorandum has been received at the Foreign Office, from the Acting British Consul at Tainan, on the trade of South Formosa. This trade consists chiefly in the export of sugar and rice, both of which are cultivated largely in the district, and in the cultivation of which foreign-made machinery will, doubtless, become more requisite as the benefits to be derived from its use are more recognised. Apart from machinery, there is little prospect of any large importation of British goods direct from England taking place. No piece-goods are imported direct from England, nor are there any prospects that such a trade could be carried on successfully.

In an interview with M. Mamontoff, the Russian "railway king," a correspondent for the *Bussol Listok* has elicited some particulars of a great railway project which for some time past has been occupying M. Mamontoff. The project is the construction of a railway joining the existing Siberian Railway with Tashkent. From Tomsk, the head of the new line, the railway would be led through Barnaul, Semipalatinsk, and Verni, on to Tashkent. Thus the Siberian and Transcaspian railways would be joined, and communication established with the general railway systems of European Russia. In his opinion, the Kolchugan mines alone, near Tomsk, with their rich deposits of coal of good quality, are capable of supplying without difficulty fuel for the Siberian Railway. In conclusion, the *Gazeta* remarks that the Chinese continue to advance like formidable waves, gradually driving the Russian population back to the other side of Lake Baikal, and perhaps even further.

Our Portsmouth correspondent's letter will be found on page 5 to-day.

The French Resident in Annam, M. Bouloche, who arrived some weeks ago at Marsilles in conversation spoke most optimistically of the success of the policy of placing native mayors over the new hamlets organised by the French Government.

Major-General George Douglas Dunlevie Wolfe, 76, the Laurels, Exmouth, who served at the capture of the Taku forts, and the surrender of Peking in 1860, has left estate of the gross value of £465.

Asahidake, one of the eight peaks of Mount Fuji, Japan, collapsed suddenly on the 23rd ult., the huge rocks completely destroying in their fall the Hashigome station. Fortunately, their approach was seen and no lives were lost.

L'Echo de Chine says that the negotiations in progress between the Siamese Minister and the French Government are going on well, and there is every reason to suppose that they will shortly be concluded to the satisfaction of both parties.

The funeral took place on the 13th ult. at Highgate Cemetery of the late Mr. Alexander Michie, when a few of Mr. Michie's old Chinese friends were present to render their last respects to his memory. Amongst those present were Mr. and Mrs. C. H. Brewitt-Taylor, Mr. Robson, Sir Halliday Macartney and Naval Cadet Macartney, Mr. William Keswick, M.P., Messrs. Antrobus, T. H. Whitehead, Boyd, W. C. Cartwright, A. G. Augier, J. S. Mackintosh, and Dr. Johnston.

The *L. and C. Express* writes—The Messageries Maritimes Company has entered into an agreement with the Royal Mail and the Pacific Steam Navigation Companies for uniform passenger-rates, the agreement providing that passengers with return tickets will also be free in future by any of the three lines. It would probably suit the convenience of many passengers to the Far East if a somewhat similar arrangement was come to by the three mail lines serving the Straits, China and Japan.

In addition to the two vessels of the Russian Volunteer fleet which an Italian company will probably take up, it is proposed by the Italian company to take over for three voyages between Odessa, Naples, and New York one of the vessels of the Russian Steam Navigation Company, the *Odessa*. The *Odessa*, which was acquired by the Russian company only four years ago, and altered to suit the requirements of emigrant and troop-transport to the Far East, is capable of accommodating about 1,500 emigrants, and has been running almost exclusively on the Odessa-Vladivostock line.

The competition set up by the Siberian Railway in the emigrant and troop traffic to the Far East is stated to have considerably increased the Russian company in their decision to seek some other outlet for their vessels' capacity outside of Russia.

A Parliamentary paper just issued gives a return showing the fleets of Great Britain, France, Russia, Germany, Italy, the United States, and Japan, and giving the number of battleships, cruisers, coast-defence vessels, torpedo vessels, torpedo-boat destroyers, and torpedo-boats built and building. The document is in continuation of information which has been supplied for several years on the motion of Sir C. Dilke. Comparisons are difficult, but the best standard to take is that of age. In our Navy, there are twenty battleships on the active list launched since 1895, and nine not completed, against six that the French have now ready and two launched. The Russian have four and six respectively. The proportion, therefore, of quite new vessels already, or soon to be available is twenty-nine for Great Britain and eighteen for the Dual Alliance. Germany is building ships steadily, though not as fast as the Emperor wishes. So far, she has only five put on the water in or since 1895 fit for the pennant, and five launched but not completed. The young navies of the United States and Japan enjoy a natural advantage in the average of their ships. All the ten Americans date from 1892, and three are coming on, while the seven Japanese six are quite new.

Major-General Kenneth Gregg Henderson, lately in command of the garrison at Alexandria, who recently died in S. Bartholomew's Hospital, London, as the result of an accident, was in the 66th year of his age. He served with his regiment in the suppression of the Mutiny in the Shahabad district of Bengal in 1858, and also throughout the Campaign of 1860 in China, for both of which he had the medal, the latter with two clasps for the Taku Forts and Peking. He became a major-general in October, 1895, and in November, 1898, was placed on the retired list.

M. Pierre Leroy Beauvais, writing in the *Économiste Français* on the proposed new Chinese duty, thinks it will not be an exaggeration to say that if Sir James Mackay's proposals are carried through, we should then have a China provided with a good monetary circulation, a China in which foreigners could exploit all the minerals, a China of which the superb water communications would be open to navigation, a China without *laissez faire*; all this would be a China that would no longer be the China we know. It would be a veritable economical revolution both as regards the external and internal arrangements.

An extraordinary general meeting of the Chartered Bank of India, Australia, and China took place in London on the 13th ult. Mr. J. Howard Gwyther in the chair, to consider the confirmation of the resolution passed at the meeting on the 22nd July for authorising the directors to apply for, and to take, all such steps as they might deem expedient to obtain such an extension, by supplemental charter or otherwise, of the bank's powers under its present charter as would enable it to increase the amount of its issue of promissory notes above the amount of \$8,000,000 authorised by its existing charter. The resolution was confirmed.

The Russian Press continues the publication of alarmist articles on the position of affairs in the Far East as regarded from Russia's point of view. The *Novos Vremya* asks why the sanction of Japan and Germany should be necessary before the clause of a treaty between Great Britain and China can be altered. There is nothing in the published text of the Anglo-Japanese Treaty or of the Anglo-German Agreement which reveals the existence of such intimate relations between Great Britain and Japan and Great Britain and Germany. Russia, says the journal, must face the fact that for all practical purposes Great Britain, Japan, and Germany form a Triple Alliance in the Far East, which is opposed to the realisation of all Russian aspirations in that quarter of the globe.

The *Bibliotheque Vladiostok* takes an extremely pessimistic view of the future of China, which it declares, is in a hopeless condition owing to the large extent to which the "pervious influence" exercised in Peking by Great Britain and other enemies of Russia. Russia, "continues the journal, is the predominating ruler of Asia, the needs of which are entirely misunderstood by Western Powers.

The *Amurkaia Gazeta* foresees a great danger in the near future for the Amur Province in the ever-increasing colonisation movement on the part of the Chinese, which is now going on in Manchuria, along the Chinese Eastern Railway. The Chinese emigrants are even pushing their gradual advance further, and have begun again to establish themselves on both banks of the Amur River, completely filling towns and villages to the serious prejudice of the interests of the Russian population in that district. The journal expresses the fear that profiting by the terms of the Manchurian convention the Chinese junks and steam-boats will soon reappear on the Amur River, which will be again under the control of almost in the effective possession of the Chinese, who will lose no time in deriving advantage from the skill shown in the conclusion of that agreement by the diplomats of the Celestial Empire. In conclusion, the *Gazeta* remarks that the Chinese continue to advance like formidable waves, gradually driving the Russian population back to the other side of Lake Baikal, and perhaps even further.

In an interview with M. Mamontoff, the Russian "railway king," a correspondent for the *Bussol Listok* has elicited some particulars of a great railway project which for some time past has been occupying M. Mamontoff.

The project is the construction of a railway joining the existing Siberian Railway with Tashkent. From Tomsk, the head of the new line, the railway would be led through Barnaul, Semipalatinsk, and Verni, on to Tashkent. Thus the Siberian and Transcaspian railways would be joined, and communication established with the general railway systems of European Russia.

In his opinion, the Kolchugan mines alone, near Tomsk, with their rich deposits of coal of good quality, are capable of supplying without difficulty fuel for the Siberian Railway. In conclusion, the *Gazeta* remarks that the Chinese continue to advance like formidable waves, gradually driving the Russian population back to the other side of Lake Baikal, and perhaps even further.

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In an interview with M. Mamontoff, the Russian "railway king," a correspondent for the *Bussol Listok* has elicited some particulars of a great railway project which for some time past has been occupying M. Mamontoff.

The project is the construction of a railway joining the existing Siberian Railway with Tashkent. From Tomsk, the head of the new line, the railway would be led through Barnaul, Semipalatinsk, and Verni, on to Tashkent. Thus the Siberian and Transcaspian railways would be joined, and communication established with the general railway systems of European Russia.

In his opinion, the Kolchugan mines alone, near Tomsk, with their rich deposits of coal of good quality, are capable of supplying without difficulty fuel for the Siberian Railway. In conclusion, the *Gazeta* remarks that the Chinese continue to advance like formidable waves, gradually driving the Russian population back to the other side of Lake Baikal, and perhaps even further.

The defendant was sentenced to three months' hard labour.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 12th September, 5.35 p.m.

WEIHAIWEI.

The late Acting Commissioner at Weihaiwei, Major-General Sir A. R. E. Doward, in the annual report for Weihaiwei, states that it is not the present intention of the Government to refortify the station, but to retain it as a flying naval base and depot, and as a drill-ground and sanatorium for the China Squadron.

LONDON, 14th September, 10.50 a.m.

THE DEFENCE OF THE AMUR.

It is reported that the Russian Ministry of War is elaborating a scheme for the defence of the Amur River, in view of possible disputes with Japan. It is proposed to create a squadron of small swift torpedo boats for the lower reaches, to plant electrical mines in the river-bed, and to patrol the upper reaches with gunboats.

MANCHURIA—A WELL-MERITED CRITICISM.

A Parliamentary paper just issued gives a return showing the fleets of Great Britain, France, Russia, Germany, Italy, the United States, and Japan, and giving the number of battleships, cruisers, coast-defence vessels, torpedo vessels, torpedo-boat destroyers, and torpedo-boats built and building. The document is in continuation of information which has been supplied for several years on the motion of Sir C. Dilke. Comparisons are difficult, but the best standard to take is that of age. In our Navy, there are twenty battleships on the active list launched since 1895, and nine not completed, against six that the French have now ready and two launched. The Russian have four and six respectively. The proportion, therefore, of quite new vessels already, or soon to be available is twenty-nine for Great Britain and eighteen for the Dual Alliance. Germany is building ships steadily, though not as fast as the Emperor wishes. So far, she has only

THE CORONATION

THE SCENE IN WESTMINSTER ABBEY.

[BY OUR OWN REPRESENTATIVE.]

By gracious command of His Majesty King Edward, the Duke of Norfolk, Earl Marshal, invited the *Hongkong Daily Press* to be represented at the Coronation of their Majesties in Westminster Abbey. From the position allotted the representative of the *Daily Press* was in the high triforium of the Abbey, from which a splendid view was to be had of not only the gorgeous processions as they moved up and down the long nave but also of the whole of the Coronation ceremony itself—an honour reserved for not more than 800 people in the whole building and for only a very small percentage of the limited number of invited journalists. The doors were opened at seven o'clock, and from then until after ten the whole picture never before equalled in grandeur or in the Empire's strength that was represented, was dazzlingly developed. From the western door right up the nave, under the choir screen, on top of which was a platform for the orchestra, throughout the choir and as far as the Theatre lay a deep blue carpet, rich in texture, and in pattern emblematic of Empire. Tiers of seats rose from the aisles. The blue and scarlet and gold uniforms of the distinguished naval and military officers intermingled with the magnificent dresses of ladies resplendent in jewels. In the galleries above the aisles, and framed by the tall and graceful grey pillars and high pointed arches, were gorgeously apparelled Indian princes and other distinguished guests. In the transept to the right and left of the Theatre stretched galleries for the Peers and Peeresses, the members of the House of Commons and their lady friends, and exalted personages from every part of His Majesty's world-wide dominions. The Royal Thrones of gold and blue velvet were placed on the raised dais, which was covered with an ancient Oriental carpet of great beauty; below was the old oak Coronation chair of St. Edward with a faldstool in front; beyond was the high altar. Underneath the Royal boxes on either side of the Theatre rested superb pieces of gold plate of great antiquity. The scene was one of unparalleled beauty and grandeur. At half-past two little fair-haired boys, whose eyes sparkled with happiness and wonder, entered the Royal box in the south transept: they were dressed in white sailor suits. One was Prince "Eddie," and the other his younger brother, Prince Albert.

At last the distant boom of a gun is heard; the King and Queen have arrived at the Abbey. All wait in breathless silence while the processions form in the anteroom of Coronation Hall—a vast and plated structure ingeniously constructed for the occasion outside the western entrance so as to harmonise with the weather-beaten pile. A signal given, the anthem "I was Glad" is commenced, and then, slowly and majestically, the Queen's procession enters the nave. Her Majesty looks truly beautiful as she walks with stately miles between the bishops of Oxford and Winchester. Passing to her chair, the Queen knelt and silently prayed, almost before the Westminster boys had finished proclaiming "Vivat Regina Alexandra."

After a short interval the King's procession filed into the nave, and as when Her Majesty entered, everyone rose and remained standing until the long line of magnificently robed nobles had passed. His Majesty's stride was stately and firm, his face as handsome and as kind as ever. "Vivat Rex Edwardus! Vivat, vivat, vivat!" was the Westminster boys' greeting, which rang through the building. The King walked to his chair and then knelt down and prayed in sight of his people.

Then commenced the ceremony itself. The aged Archbishop of Canterbury, the Archbishop of York, the Bishops, and all the nobles and Peeresses who had duties to perform, occupied their allotted positions in the Sacrarium. The order of service was closely followed by all present. The Primate was listened to with sympathetic interest. His voice was strong and resonant, but it was evident from the first that his lordship's eyeight was extremely weak, for at times he hesitated for words. It was noted that in the course of the service he had to be assisted when he knelt and when he rose from the kneeling posture. In his response the King spoke slowly, deliberately, with marked emphasis, and in a voice which was heard all through the Abbey. "The things which I have hitherto promised I will perform and keep" said the King, and now came the anointing, presentation of the spurs and sword, the investing with the armilla and Imperial mantle of cloth of gold, the delivery of the orb, the ring, and the sceptre with the dove.

There came the great event, the putting on of the crown. The King was seated in the Coronation Chair. About him were the great officers of State. In front the Archbishop of Canterbury holding the crown in his hands. He raised it to the King's head, but his strength failed him at the critical moment. Again he stretched forth his hands, and again he could not reach. His Majesty whispered word of sympathy, then bent his head. The Archbishop at last put the crown on the King's head, but his Majesty himself had to put up his right hand to adjust it. In the meantime the signal that the King had been crowned had been given at the Archibishop's first attempt. Electric lights placed round the pillars of the Theatre shone out with startling suddenness, the people in the Abbey shouted "God Save the King!" the bells of St. Margaret's Church changed, cheers were raised by the waiting crowds outside, and the guns at the Tower boomed—and all before the Crown was on the King's head. But His Majesty was not in the least disconcerted. He seemed to think only of the infirmities of the Archibishop.

During the homage, the Archibishop of

Canterbury advanced slowly to the Throne supported by two Bishops, and knelt before his Majesty. The effort cost him much pain, but his voice was singularly clear as he repeated the words of homage. Then he tried to rise to kiss the King's left cheek. But he sank back. Agua he unsuccessfully made the attempt. Then he, who had so recently been so weak himself, leaned forward in his Throne, took a firm hold of both hands of the Archibishop, stopped a moment to gently pat the Primate's right hand, and helped to raise him. It was an affecting scene.

The Prince of Wales now came to the Throne to perform his homage. Holding his coronet in both hands he reverently knelt, and after pronouncing the words touched the King's crown and kissed the King's left cheek and then moved as if to retire. But the King caught his son's arm and kissed him on the cheek. The Coronation of her Majesty was of a more simple character, although almost as impressive; as when the crown was placed on the King's head the Peers put on their coronets, so when the Archbishop of York laid the crown on the Queen's head the Peeresses donned their coronets, and the great historic scene was complete.

After the partaking of Holy Communion their Majesties retired into St. Edward's Chapel, where they were arrayed in robes of purple velvet. Then, still wearing their crowns, they moved in procession down the nave, the peal-up enthusiasm of the people finding a vent in joyous shouts of "God Save the King!" "God Save the Queen," and in loud cheer which were spontaneous and so heartfelt that no one could say they were mimic even in the sacred Abbey. And so their Majesties departed from the venerable sanctuary which has witnessed many brilliant historic assemblies, but none to compare in splendour and grandeur with the Coronation of Edward and Alexandra.

AFTER THE CEREMONY.

[FROM ANOTHER CORRESPONDENT.]

THE SCENES IN THE STREETS.

Seven short weeks ago we were all reading the story of the great disappointment of the 26th June with its pall of dread and anxiety. To-day all is joy and happiness at the King's return to health and the accomplishment of the great State ceremony of the Crowning under most fortunate auspices of King Edward VII and his Consort Queen Alexandra. An attempt will be made here to recall some of the impressions gathered from the assembly of the nations of the Empire in the streets of London. It was the writer's privilege to view the stately procession in all its glory and grandeur in the Horse Guards parade, to see it later returning along Piccadilly, and to witness the King and Queen return in safety to Buckingham Palace itself. If it be true that

"Princes are the glass, the school, the book, Where subjects can do least, do read, do look," then also may we "improve" Shakespeare by saying that the plaudits of a loyal people are a generous stimulus to Princes to all the virtues expected of them and in very truth People and Prince had this 9th of August one day of unalloyed happiness.

One must necessarily find it difficult to give in this brief space anything like a complete picture of the day's events, either from the point of view of the royal Procession in itself or of the assembled millions. It is hardly correct to write of one procession, for there were three on the journey to Westminster Abbey. Trumpeters of the Royal Horse Guards in quaint surcoats and jockey caps led the way at 10.30, followed by the band and a squadron of the Life Guards and a troop of the Royal Horse Guards as escort to eight coaches containing members of the Royal Family and Foreign Royal Princes; in the leading carriage was the popular Duke of Cambridge, whose eighty-four years has sadly crippled him. He is one of the few living who saw the coronations of William IV and of Queen Victoria. His devotion to the Duchess of Teck's family and our late Queen is not likely to be forgotten. The last coach—the eighth—in this procession attracted probably the most attention. Drawn by six black horses it contained a little lady who stood in relation to the throne as did our late Queen when a child. Connaught in his motor, who made at 5.30 a formal inspection of the line of route. Forty odd thousand troops lined the roadway and

we know not how many police, and the only spot where I saw any attempt to break the lines was at Charing Cross, where the Bluesjackets were mustered. It seemed there like a huge joke on the part of the crowd to see if they could break through the line of Jack Tars. It was but a waste of energy. When the third salute of 21 guns was heard telling of that instant's crowning of the King a mighty shout went up, followed by the singing of "God Save the King." This act was thirty-five minutes after the time expected and in this longest wait of all many anxious remarks might be heard as to the chances of any mishap; even after this there was wait of 90 minutes for the salute telling of the commencement of the return journey broken only by the passing of the smart young Princes Edward and Albert to York House. Tens of thousands never saw aught but the helmets of the passing troops and would have been no better off for having Mr. Weller's "patent double million magnifying glass microscope"; in this flight was the old lady who arrived late and breakfastless with a ticket for Marlborough House stand, with "refreshments provided" plainly marked exit.

The hour had passed and no more could cross; no argument would move the police and the old lady stood gazing at her vacant seat and contemplating her Immechon. These distressing incidents are inevitable, and such persons were probably not so badly off as the troops and police, who many of them had been afoot since 5 a.m. and would taste nothing for hours after the public had left. Following the line Westward there was every sign of enjoyment

exploits in Fuzhou and Canton are well remembered and his bluff and hearty seamanship look hardly suggest 66 years of age. The remainder of the entourage were all mounted and among them was many a name made famous on the tented field among the Yeomanry, Militia, Indian, Naval and Marine forces. This section was closed by three mounted nonwheeled recent doings in China and South Africa made them the cynosure of all eyes.¹² We refer to Kitchener, Seymour, and Gaselee. "Voila à Kitchener" from a neighbour indicated the interest of foreigners in seeing this gallant soldier—and shall we add diplomat? Viscount Kitchener surely looked bored at the whole thing, for the public gaze is not to his liking, it seems. Admiral Sir E. H. Seymour and General Sir Alfred Gaselee rode their chargers much more at ease. The Headquarter Staff made indeed a brilliant cavalcade of thirty officers followed by Lord Roberts, the hero of a thousand fights, who carried his Marshal's baton and was loudly cheered. The squires to the King were followed by the King's escort of the Colonial Cavalry, every man of whom had fought in South Africa, and an escort of Indian Cavalry, the very flower of their class in India. These men were the pick of the Viceroy's bodyguard, which is itself the pick of India's cavalry regiments. Can more be said of this brave company, which was followed by the first division of the dukes, etc. We expected to be able to get food in London. In fact, arrangements were made to provide same, but somehow these were cancelled. Consequently we went hungry.

[From Our Correspondent.]
London, 15th August.
On the great morning we were all up and breakfasted early and marched out of camp shortly after 6 a.m. We went by train to King's Cross and then marched thence to Whitehall. We were very fortunate, as the procession passed us both going to and returning from the Abbey. The King looked very well, I thought, but the Queen seemed rather tired out. She did not look as fresh as she did at the Colonial review on the 1st July. The royal coaches and horses were just splendid, also the other coaches of the dukes, etc. We expected to be able to get food in London. In fact, arrangements were made to provide same, but somehow these were cancelled. Consequently we went hungry.

THE KING AND QUEEN
in the gorgeous gilded State Coach drawn by eight cream ponies. The coach cost originally £2,000 and weighed four tons.

To have regarded that each must have cost a year's income suitable for a liberal spendthrift, but the result was very fine to look upon and so perfect was the glazing that the occupants could be seen as through air only. Attention was divided between the smile of the King and gracious bow of the Queen, who has discovered the secret of perennial youth, one would suppose. The Standard and many officers followed the King. Standard and many officers followed the King.

A long interval of four hours passed ere we saw this coach again enter Buckingham Palace in safety, but this time we stood six yards only away from the coach and, although we just saw the Crown and splendid attire and adornments, the happy emotion that suffused Her Majesty's face was something to be remembered. Ay, it was the emotion of happiness at the King's restoration to health, and the completion of a great ceremony and pageant under circumstances the like of which our history has no record.

THE PEOPLE.

To condense an account of the Pageant itself into a few words may not be easy, but the difficulty is immensely enhanced when it comes to the throng lining the route from Buckingham Palace to the Abbey via the Hersegaards Parade Ground and back via Charing Cross, St. James's Street, Piccadilly, and Constitution Hill. Having walked between the line of troops from the Abbey door to the Palace and having seen the Jubilee crowds, the mad throng of "Masnick" night, as well as on the return of the C.I.V.s, we can truthfully say that a more orderly or docile assemblage could not be desired. At all points one could see but the dogged determination to wait patiently and to see the King and Queen. And such patience! Before midnight many had selected a "pitch" and with well supplied baskets and spirit-kettles were prepared for the arch-enemy of human comfort—hunger. With the boom of the sunrise salute of 41 guns from the Tower of London there were many hundreds afoot to stand or squat on the kerbstones and long before the London milkmen were about there were tens of thousands along the line, the majority of whom had to wait until two in the afternoon ere the head of the procession came in sight. True there were decorations to look at, military and police preparations to witness, and here and there some distinguished personage to cheer, chief among them the Duke of Connaught in his motor, who made at 5.30 a formal inspection of the line of route. Forty odd thousand troops lined the roadway and

we know not how many police, and the only spot where I saw any attempt to break the lines was at Charing Cross, where the Bluesjackets were mustered. It seemed there like a huge joke on the part of the crowd to see if they could break through the line of Jack Tars. It was but a waste of energy. When the third salute of 21 guns was heard telling of that instant's crowning of the King a mighty shout went up, followed by the singing of "God Save the King." This act was thirty-five minutes after the time expected and in this longest wait of all many anxious remarks might be heard as to the chances of any mishap; even after this there was wait of 90 minutes for the salute telling of the commencement of the return journey broken only by the passing of the smart young Princes Edward and Albert to York House. Tens of thousands never saw aught but the helmets of the passing troops and would have been no better off for having Mr. Weller's "patent double million magnifying glass microscope"; in this flight was the old lady who arrived late and breakfastless with a ticket for Marlborough House stand, with "refreshments provided" plainly marked exit.

The hour had passed and no more could cross; no argument would move the police and the old lady stood gazing at her vacant seat and contemplating her Immechon. These distressing incidents are inevitable, and such persons were probably not so badly off as the troops and police, who many of them had been afoot since 5 a.m. and would taste nothing for hours after the public had left. Following the line Westward there was every sign of enjoyment

on the club stands and balconies, but most fascinating of all was Constitution Hill, lined with troops of schoolboys and girls backed by the veterans from the Royal Hospital, Chelsea. Half lame, and part blind were many of the old defenders of the Empire, decorated with evidences of many a well-fought battle. One courtly youth in his seventies still boasted a long Napoleonic moustache and Imperial under his cocked hat. If this were vanity it was "not half so" (to use a current expression) as the proud strutting of some of the School Cadet corps, whose solo emblem of uniform was a forage cap and chin-strap, mostly worn as a throat-lash as with some of the early recruits in Hongkong's Volunteer Corps before the days of the martinet adjutant.

WITH THE HONGKONG VOLUNTEER CONTINGENT.

[From Our Correspondent.]

London, 15th August.

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THE SHIPPIING TRUST.
London, 28th August.
The *Daily Mail* makes the announcement that the British Government has been quietly considering a scheme to meet the threatened danger of the shipping trust. The broad outlines of the scheme are already practically complete; and only the working details remain to be thought out. The Government plan will be duly submitted to Parliament.

THE SHAH.
London, 28th August.
The Shah lunched with President Loubet at Rambouillet, subsequently returning to Paris.

London, 29th August.

It is believed that the Shah is immensely disappointed at not receiving the Knighthood of the Garter, on which he had set his heart. It is certain that the Shah has bestowed no decorations in England, though he is supposed to have intended a lavish distribution when he arrived.

THE KING OF ITALY IN BERLIN.

London, 28th August.

King Emmanuel and the Kaiser arrived at Berlin this morning. They drove to the Brandenburg Gate, where they received a civic welcome, and conferred Orders on the respective Ministers commemorative of the renewal of the Triple alliance.

LONDON, 31st August.
The Kaiser and King Emmanuel witnessed the autumnal parade of the Corps of Guards at Berlin. Their Majesties subsequently rode back to the Castle at the head of the troops and were enthusiastically cheered.

THE PERSIAN GULF QUESTION.
London, 29th August.

Captain Mahan, in an article in the *National Review*, says that it is absolutely essential for Great Britain, with a view to the security of the commercial welfare of India, to maintain her naval predominance in the Persian Gulf, and to prevent the establishment of foreign arsenals. If she is determined to preserve her position, there is little chance of her being beaten; but the article urges the Government to study the situation, anticipating contingencies. She should reinforce her naval control by the development of trade and the consolidation of local relations, and secure a predominant share in any new system of communication, if necessary in a manner similar to the purchase of the Suez Canal shares.

GENERAL FRANCE'S ARMY CORPS.

London, 29th August.
There is still a deal of uncertainty concerning the composition of the First Army Corps. Of the necessary 25 Infantry battalions only five are now at Aldershot. Most of the following will be sent to Aldershot on arrival from India: 2nd Royal Sussex; 2nd Durham; 2nd York and Lancaster; 1st Shropshire; 1st East Surreys; 2nd Lancashires; and 2nd Royal Irish.

RIDDEN TO DEATH.
London, 29th August.

Of sixty-one horses ridden in the military ride from Brussels to Ostend, thirteen died, including the winner.

THE QUETTA-NUSKI RAILWAY.

Calcutta, 29th August.

The complete project for a Quetta-Nuski railway has been submitted by Mr. John, the engineer-in-chief of the survey, and accepted by the Government of India. The length is 92 miles, and the cost 70 lakhs.

DISASTROUS FLOOD IN NEPAL.

Calcutta, 29th August.

People arriving from Nepal bring news of a great disaster. The oldest inhabitants of Nepal cannot recall such a rainfall. The heavy rain has caused rivers of Bagmati and Imaunati to overflow, resulting in serious landslides in the valley in which Kathmandu, the capital, is situated. The cities of Bhaktapur and Patan have suffered greatly, slips and rushing water having carried away everything. Several hundred lives have been lost.

BAB MAKONEN, C.M.G.

London, 30th August.

Ras Makonen has been gazetted a Commander of the Order of St. Michael and St. George.

RUSSIA AND AFGHANISTAN.

London, 30th August.

In its second article on Russo-Afghan relations the *Novoe Vremya* says that the necessity for closer intercourse has so increased that it is impossible longer to observe the conditions of the 1873 agreement. The Russian Government notified England to that effect two years ago.

The article continues: "We cannot, therefore, consider ourselves bound by any obligations whatsoever on the question of having direct relations with Afghanistan on any subject which might interest us by virtue of the proximity of the two countries. Development of intercourse between the local population, which grows every year, will undoubtedly call for the adoption of measures for the establishment of normal relations with Afghanistan, as being the only one possible with a neighbouring State. On the progress of events generally and on the civilizing effects of Russian influence on the local population will depend the time when such measures will be adopted."

PARLIAMENTARY.

London, 26th August.

It is reported that the Rt. Hon. W. E. H. Leycester, the Member for Dublin University, resigns his seat in October. A contest is probable.

H. M. THE KING.

London, 28th Aug.

Their Majesties have witnessed sheep-dog trials near Brodick. The King participated in deer-stalking, and shot a stag. Their Majesties sailed in the afternoon to Oban.

GENERAL NEWS.

THE DECEASED WIFE'S SISTER BILL.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAO.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

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"WESTLEY," UPPER RICHMOND Road (Immediate Possession).

Apply to— LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 15th September, 1902. [2453]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY),

the 16th SEPTEMBER, at NOON, at the HONGKONG AND KOWLOON WHARF AND GODOWN CO.'S STORE & YARD, at Yau Ma Tei,

200 TONS CARDIFF COALS.

TEAMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th September, 1902. [2456]

GERMAN SCHOOL.

A NEW TERM will begin on WEDNESDAY, 1st of OCTOBER, at 9 A.M.

Schoolroom: Hall of Union Church, Kennedy Road.

Children of European parents only admitted.

The instruction embraces all elementary branches, including French, Singing, Needle-work and Gymnastics. Latin if desired.

English will be taught by an English Teacher.

For Particulars apply to—

PASTOR TH. KRIELE.

Headmaster of School,

Hall of Union Church, Kennedy Road;

or PAUL BREWITT,

DARTWELL & Co.

Hongkong, 15th September, 1902. [2457]

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (Winding up).

IN THE MATTER OF THE WASHINGTON SILVER MINING COMPANY, LIMITED,

and

IN THE MATTER OF THE COMPANIES ORDINANCE 1865 to 1892.

NOTICE IS HEREBY GIVEN that the further adjourned meeting of the Creditors of the above named Company will be held at the OFFICES of Messrs. DEACON and HASTINGS, 10, Queen's Road Central, Victoria, in the Colony of Hongkong, on MONDAY, the 29th day of September, 1902, at 12 o'clock NOON, at which time and place all Creditors are requested to attend.

Dated the 5th day of September, 1902.

A. R. LOWE, C.A.

2460, Provisional Liquidator.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."

of the NORDDUTTSCHER LLOYD, Captain E. Frehr, due here with the outward German Mail about the 17th instant, will leave for the above places about 24 hours after arrival.

NORDDUTTSCHER LLOYD.

For further Particulars apply to—

MELCHERS & CO., Agents.

Hongkong, 15th September, 1902. [2458]

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW," 3,287 Tons Gross Register, will be despatched for ODESSA VIA PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to—

BRADLEY & CO., Agents.

Hongkong, 15th September, 1902. [2459]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"VALETTA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex.s.s. Home, From Australia, &c., Australia. From Persian Gulf, ex. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optimum goods will be landed here unless instructions are given to do so contrary before 1 p.m. to-day, 13th inst.

Goods not cleared by the 18th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 13th September, 1902. [2460]



PERSEVERANCE LODGE OF HONG KONG, NO. 1165.

A REGULAR MEETING of the above LODGE will be held at the FERMA-MASON'S HALL, Zetland Street, TO-MORROW (TUESDAY), the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 8th September, 1902. [2461]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held in the OFFICES of the GENERAL MANAGERS, THIS DAY (MONDAY), the 15th SEPTEMBER, at 11.30 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 15th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th September, 1902. [2452]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 27th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th September, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 10th September, 1902. [2454]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 22nd

September, 1893, of the Five Shares Nos. 988/8099 in this Company, standing in the name of MR. TANG A LOK, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document is not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 25th August, 1902.

GEORGE L. TOMLIN, Secretary.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from A. ESMAJEC, Esq., to Sell by Public Auction,

on WEDNESDAY,

the 17th SEPTEMBER, 1902, at 3 P.M., at

No. 28, GAGE STREET, THE WHOLE OF HIS HOUSEHOLD

and OFFICE FURNITURE.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th September, 1902. [2455]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on FRIDAY,

the 19th SEPTEMBER, 1902, at 3 P.M., at his SALE ROOMS, Duddell Street,

THE FOLLOWING VALUABLE LEASE-HOLD PROPERTY

known as Sub-section No. 1 of Section A of INLAND LOT 706, Areas 7,444 square feet.

The property is situated between Conduit and Robinson Roads; abutting on the South and West on Conduit Road, on the North on Remaining Portion of Inland Lot 706 and on the East on Remaining Portion of Section A of Inland Lot 706.

For further Particulars, apply to—

GEORGE P. LAMMERT, Auctioneer.

Hongkong, 11th September, 1902. [2453]

NOTICE.

TENDERS are invited for the SUPPLY

of about 50 TABLES, 120 CUPBOARDS and SPARE PARTS, to His Majesty's Naval Yard.

Tenders marked "CUPBOARDS" should be placed in the Tender Box at the Naval Yard Gate not later than NOON, on MONDAY, the 15th inst.

Full information and forms for tendering may be obtained on application to the NAVAL STORE OFFICER, His Majesty's Naval Yard.

The right to accept or decline any tender or part thereof is reserved.

Hongkong, 9th September, 1902. [2416]

GOVERNMENT NOTIFICATION.

THE HONGKONG DAIRY

BEG to notify the Public that having received an augmentation in their Milk supply they are prepared to accept new customers.

All Milk is now bottled on their Causeway Bay premises, in a well appointed Dairy under European supervision; therefore, absolutely pure.

Milk or Cream delivered twice daily or as otherwise ordered to any part of Hongkong or Kowloon in sealed bottles.

For Hongkong Dairy.

G. W. GEGG, Manager.

Hongkong, 9th September, 1902. [2412]

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A-B-C Code, 3rd Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June 1901. [1217]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

Applications with testimonials in original should be sent to the Collector of Stamp Duties, Singapore, before 30th September. Security to the amount of \$1,000 is required from the holder of the appointment.

Colonial Secretary's Office.

Singapore, 25th August, 1902. [2432]

BRITISH NORTH BORNEO.

WANTED.

A NEXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Formerly copies of recent testimonials and state salary required to

DIRECTOR OF PUBLIC WORKS.

Sandakan.

Hongkong, 4th February, 1902. [446]

EUROPEAN CLERK WANTED

for Books, Correspondence, &c. Commencing Salary \$150 to \$200 per month.

Also CHINESE CLERK with Office experience.

Apply—

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requirement, Depot for
Fascinating Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Prints read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer-
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOKE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners Composition ("Grey-
hound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

SPECIAL ILLUSTRATED
CORONATION SUPPLEMENT
TO THE
HONGKONG DAILY PRESS."

A FEW COPIES LEFT OF THE
SECOND EDITION.

On Sale at 10 Cents a copy to clear.

Address: MANAGER,
"Hongkong Daily Press" Office.

HONGKONG CLUB.

NOTICE
THE SECOND "HALF-YEARLY
DRAWING" of SIXTY-FIVE DE-
BENTURES of the Hongkong Club,
payable on TUESDAY, the 30th September,
1902, will be drawn at the Hongkong Club
House, at 11 o'clock A.M., or FRIDAY,
the 19th September, 1902.

Dealers of Debentures are invited to attend
the Drawing.

C. H. GRACE,
Secretary,
Hongkong, 11th September, 1902. [2430]

THE HONGKONG CLUB.

ISSUE OF FIVE HUNDRED THOU-
SAND DOLLARS IN DEBENTURES
FOR SUMS OF FIVE HUNDRED
DOLLARS EACH.

REPAYABLE on the 30th September, 1920,
or earlier, carrying interest at the rate of
3% per cent. per annum; by equal half-yearly
payments on the 31st March and the 30th
September, in each year.

The object of this issue of Debentures is to
provide funds for the general purposes of the
Club. The Debentures will be secured by a
charge on the whole of the property and build-
ings of the Club, which are valued at over
\$900,000.

It is now proposed to issue \$250,000 of the
Debentures at par, applications for which must
be addressed in writing to the undersigned on
or before the 15th September, 1902.

For further Particulars and Conditions,
apply to C. H. GRACE,
Secretary,

Hongkong, 1st September, 1902. [2433]

S. A. N. T. N. G.

SURGEON DENTIST,
No. 16, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1902. [2434]

M. E. CHADWICK K. E. W.

DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours 9 A.M. to 5 P.M.

Hongkong, 19th March, 1902. [2435]

CARTRIDGES.

JOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
The Best Nitro-Powder in the World.

PRICE OF 12 DOZ. CARTRIDGES—

Loaded with With Powder
Powder only, and 1 oz. of Shot.

Prismatic Cases... \$6.25 \$6.00

OCEAN STEAM SHIP COMPANY, LTD.

OUTWARDS.

FROM GLASGOW and LIVERPOOL. STEAMERS "MACHAON", "ACHILLES", "MENELAUS", "AGAMEMNON", "DEUCALION", "PATROCLUS", "STENTOR". On 19th September. On 25th September. On 1st October. On 10th October. On 16th October. On 24th October. On 30th October.

HOMEBWARDS.

TO SAIL LONDON. STEAMERS "DARDANUS", "DIOMEI", "NESTOR", "ACHILLES", "MENELAUS", "AGAMEMNON", "PYRRHUS". On 16th September. On 20th September. On 14th October. On 26th October. On 11th November. On 25th November. On 15th September. For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

OUTWARDS.

FROM GLASGOW and LIVERPOOL. STEAMERS "KAISOW", "HYSON". On 18th September. On 2nd October.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS VIA "HYSON". STEAMERS TO SAIL NAGASAKI, KOBE & YOKOHAMA. On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FOOCHOW. STEAMERS "CHANGCHOW". On 16th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

1 Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

* See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING TAMSUI, VIA SWATOW AND AMOY. "DAIGI MARU", "T. KIRANO", "DALIN MARU", "MAIDZURU MARU", "ANPING", VIA SWATOW AND AMOY. "ANPING MARU". On 21st September. On 28th September. On 17th September. On 24th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA,
Manager.

Hongkong, 12th September, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship

"UBLI."

Captain W. W. Almond, will be despatched for the above port on THURSDAY, the 18th inst., at 4 P.M.

Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th September, 1902.

[2426]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo through rates to the BRAZILS, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADELIA PORTS.)

THE Company's Steamship

"NIPPON."

Captain Klausberger, will be despatched as above on FRIDAY, the 19th September, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.

Agents.

Prince's Buildings.

Hongkong, 8th September, 1902.

[2426]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN.

Calling at KUDAT.

THE Company's Steamship

"SANDAKAN."

Captain Schnur, will be ready to load for the above port on the 12th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 11th September, 1902. [2431]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Captain McIntosh, will be despatched as above on or about the 12th inst.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd September, 1902. [2348]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRANI" ... 30th Sept., 1902.

S.S. "INDRAWADI" ... Oct., 1902.

For Freight and further information, apply to

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

(with Liberty to call at PHILIPPINE PORTS).

THE following Steamers will be despatched as above, carrying Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRANI" ... 30th Sept., 1902.

S.S. "INDRAWADI" ... Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 12th September, 1902. [2430]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

S.S. "HUDSON" ... About 5th October.

For Freight and other information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Oriental Shipping Department, Agents.

Hongkong, 12th September, 1902. [2441]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

S.S. "HUDSON" ... About 5th October.

For Freight and other information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Oriental Shipping Department, Agents.

Hongkong, 12th September, 1902. [2441]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU."

3,876 Tons.

Captain Tata, will be despatched for MANILA.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSAN KAISHA,

Agents.

Prince's Buildings, Ice House Street, Hongkong, 8th September, 1902. [16]

NOTICES TO CONSIGNEES

NOETHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENNOGLE"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 12th September, 1902. [7]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 16th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1902. [11]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 16th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1902. [11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to TRINIDAD.)

THE Company's Steamship

"TIROL."

Captain Bröfeld, will be despatched as above on FRIDAY, the 26th inst., P.M.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDE, WIELER & CO., Agents.

Prince's Building.

Hongkong, 11th September, 1902. [13]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THE-OUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

services hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, Agents.

Prince's Building.

Hongkong, 18th September, 1902. [13]

General Agents for China and Japan.

POST OFFICE NOTICES.

Parcels for a.a. *Valette* are now ready for delivery.
The *Preussen*, with the German Mail of the 19th ult., left Singapore on Saturday, the 13th inst., at 6 a.m., and may be expected here on or about Wednesday, the 17th inst.

MAILS WILL CLOSE

FOR

FEE

DATE

Canton.....
Touren.....
Macau.....
Shanghai.....
Singapore.....
Kunchuk and Suishui.....
Canton.....
Bangkok.....
Singapore.....

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
HONOLULU, and SAN FRANCISCO.....
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents).....

Mauna.....
Foochow.....

EUROPE, &c., India via Tuticorin.....
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents).....

Swatow, Amoy and Auping.....
Manila.....
Singapore.....
Manila.....

A. EUROPE, &c., India via Tuticorin.....
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents).....

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
VICTORIA and VANCOUVER, B.C.....
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents).....

Europe, &c., India via Tuticorin.....
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents).....

Bangkok, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.....

TO-DAY.

Meeting of Hongkong Cotton Spinning,
Weaving and Dyeing Co., Ltd., 11.30 a.m.

TO-MORROW.

Sale, Cons., H. & K. Wharf & Godown, Co's
Storage Yard, Yau Ma Tei, Hughes & Hough, noon.

Meeting of Hongkong Perseverance Lodge,
Freemasons' Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

13th September.

ON LONDON.—
Telegraphic Transfer 1.8%
Bank Bills, on demand 1.8%
Bank Bills, at 30 days' sight 1.8%
Credit, at 4 months' sight 1.9%
Documentary Bills, 4 months' sight 1.9%

ON PARIS.—
Bank Bills, on demand 2.10
Credit, at 4 months' sight 2.20

ON GENEVA.—
On demand 1.76

ON NEW YORK.—
Bank Bills, on demand 4.15
Credit, 60 days' sight 4.24

ON BOMBAY.—
Telegraphic Transfer 120

Bank, on demand 129

ON CALCUTTA.—
Telegraphic Transfer 129

Bank, on demand 129

ON SHANGHAI.—
Bank, at sight 74

Private, 30 days' sight 74

ON YOKOHAMA.—
On demand 101 p.c.p.m.

ON MANILA.—
On demand 1 p.c.p.m.

ON SINGAPORE.—
On demand 1 p.c.p.m.

ON BATAVIA.—
On demand 103

ON RAJAHONG.—
On demand 1 p.c.p.m.

ON SAIGON.—
On demand 1 p.c.p.m.

ON BANGKOK.—
On demand 604

ON VERGERS, Bank's Buying Rate \$11.56

ON LEAD, 100 lbs, per ton \$61

ON SILVER, per oz. 234

OPium.

9th September.

Quotations are—Allow'd not to 1 catty.

Malwa New \$900 to \$100 per picul.

Malwa Old \$880 to \$890 "

Malwa Oides \$1000 to \$1010 "

P. F. P. wrapped to " "

Persian fine quality 600 "

Persian extra fine to " "

Fatu New \$900 to " per chest.

Fatu Old \$9173 to " "

Benares New \$880 to " "

Benares Old to " "

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Prinzess Irene* left Kobe via Nagasaki and Shanghai on the 9th inst., a.m., and may be expected here to-morrow.

The Imperial German mail steamer *Preussen* left Singapore on the 13th inst., at 6 a.m., and may be expected here on or about the 17th inst., p.m.

THE INDIAN MAIL.

The Indo-China steamer *Kumsang*, from Calcutta and the Straits, left Singapore for this port on the 10th inst., at 6 p.m.

THE AUSTRALIAN MAIL.

The E. & P. steamer *Astrie*, from Sydney, &c., has left Port Darwin for Manila and this port, and is due here on the 22nd inst.

THE AMERICAN MAIL.

The T.R.R. steamer *America Maru* left Nagasaki on the 9th inst., at 10 a.m., for Manila, and is due there on the 13th inst., at 2 p.m.

The new P.M. steamer *Arcadia* left San Francisco for this port, via Honolulu, &c., on the 30th ult.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on the 8th inst., p.m., for Hongkong via the usual ports of call.

SHIPMEN STEAMERS.

The A.L. steamer *Nappon* left Moji for this port on the 13th inst.

NOTICE.

A. M. O. S.

Care of Daily Press Office,

Hongkong, 5th September, 1902. [2383]

JOINT STOCK SHARES.

HONGKONG, 13th September.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATION.
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	40/- div. and 10/- bonus as \$1.163 = \$21.57 for 2nd half year ended 31/12/01 ...	\$205, buyers London £63.
National Bank of China, Ltd.	10,070 A	\$10	\$8	3/13 for 1899.	\$27, sellers
Do. Founder's Shares	20,955 B	\$10	\$8	4/1st for 1/10 = \$1.68	\$27, sellers
750 firm.	41	\$1		Nov.	\$10, sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$20	40 p. ct. = \$20 for 1899.	\$400, buyers
China Traders' Ins. Co., Ltd.	24,000	\$3.33	\$25	10 p. ct. for 1899-1900-4/1	\$363, sales
North China Ins. Co., Ltd.	5,000	\$100	\$25	5 p. ct. = \$2.50, on ac-	18, 1871, sellers
Registration, 10.00 A.M.				count of 1900.	
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$90	12/- p. ct. for 1899.	\$127, sellers
Canton Insur. Office, Ltd.	10,000	\$250	\$50	12/- for 1899	\$176, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 p. cent. for 1895.	nominal
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$60	\$55 for 1900	\$385, buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$40 for 1900	\$94, buyers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd. ...	80,000	\$15	\$15	15/- for half year ended 30/6/1902 ...	\$361, sales
Printed matter and samples.					
Registration, 10.00 A.M.				Final 6 p. cent. in all 10	
Indo-China S. N. Co., Ltd. ...	60,000	\$10	\$10	10 p. cent. for 1901.	\$80, sellers
China & Manil S. S. Co., Ltd.	20,000	\$60	\$50	8/- for 1901 = 10 p.	\$224, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of 8 p. c. making in all 12 p. c. for 1901.	\$974, sales
Luzon Sugar Refin. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897.	\$10.
MINING.					
Punjab Mining Co., Ltd.	30,000	\$10	\$1	None.	\$1, sellers
Do. Preference					
Societe Fran. des Charbonnages du Tonkin ...	16,000	\$250	\$250	Int. div. of Fea. 90 on account of 1901.	\$560.
Jeljebo Mining and Trading Company, Ltd.	45,000	\$6	\$5	6 p. ct. half year end.	\$18, buyers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	1/2 p. share = 84cts.	\$5.
DOCS, WHARFS, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$60	10 p. c. & 8 p. c. bonus, year 31/12/01 ...	\$120.
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Final div. of 6 p. c. mark in all 10/- for 1901.	\$84, buyers
New Amoy Dock Co., Ltd.	6,000	\$6	\$6	\$3 1/2 per cent. for 1901.	\$37, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Co., Ltd.	50,000	\$100	\$100	Int. of \$8 per share on account of 1902	\$172, sellers
Kowloon Land & B. Co.	6,000	\$50	\$80	\$10 per share.	\$30, sellers
WestPoint Building Co., Limited	12,500	\$50	\$50	Int. of 11 1/4 per share on account of 1902.	\$474, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	12 p. ct. for half year ended 31/12/1902.	\$181.
Oriental Hotel, Manilla.	7,000	\$50	\$50	3 p. c. for year 31/12/00.	\$15, sellers
Orchards Est. & Fin. Co.	100,000	\$10	\$10	\$1 per share for 1901.	\$114, buyers
COTTON MILLS.					
Two Cotton Spinning and Weaving Co., Ltd.	17,500	Rs10	Rs10	81 p. c. for period ending 31/12/97.	Tls. 40, sellers
International Cot. Mfg. Co., Ltd.	10,000	Rs10	Rs10	9 p. c. on account '98.	Tls. 35, sellers
Shun-kung-nung Cotton Spin. & Weav. Co., Ltd.	8,000	Rs10	Rs10	9 p. c. on account of 1900.	Tls. 45, sellers
Soy Chee Cotton Spinning Company, Ltd.	2,000	Rs50	Rs50	4 p. c. for period ending 31/12/97.	Tls. 150.
Hongkong Cotton Spin. Weav. & Dying Co., Ltd.	67,000	\$10	\$10	p. c. interim dividend	\$174, buyers
MISCELLANEOUS.					
Manila Investment Co., Ltd.	20,000	\$50	\$50	\$20, sellers	
Green Island Cement Co., Ltd.	100,000	\$10	\$10	\$19, sellers	
China Grove Co., Ltd.	7,500	\$20	\$15	10 per cent. for 1901.	\$20, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	144, sellers	
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	\$13, sellers	
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	\$10, sellers	
Hongkong Pipe Mfg. Co., Ltd.	10,000	\$60	\$50		